

## THE POLYNESIAN.

SATURDAY, NOVEMBER 11, 1854.

## U. S. S. Steam Frigate Mississippi.

This vessel left our harbor on Thursday morning, having arrived on the 23d ult. from Japan. During her stay she has diligently engaged in coaling, taking in water and repairing damages received in the gale of Oct. 7th.

On Wednesday the 8th inst., having completed coaling, &c., Capt. Lee gave a general invitation to the residents of Honolulu to visit his ship, and a large number availed themselves of the opportunity.

On account of indisposition, His Majesty was prevented from going on board, as he had anticipated. His Excellency the Governor of Oahu and suite, however, went off, as well as His Majesty's Ministers of Foreign Relations, Finance and Public Instruction, the Commissioners of France and the United States, and the several consuls of foreign powers resident in Honolulu, all of whom were received with the customary salutes and honors due them under such circumstances. A large number of ladies were also Capt. Lee's guests during the day, as well as the commanders of the several ships-of-war, Portsmouth, St. Marys, l'Artemise and Trincomalee, and numerous officers from the same.

The Mississippi was in fine order, and in every department exhibited the skill of her officers, and the good discipline of the ship. The Band discoursed sweet music while the visitors were on board, and the courteous attentions of Capt. Lee and the officers of the Mississippi rendered the occasion one of much enjoyment and satisfaction.

The Mississippi, although not a new vessel, is a fine serviceable ship, and has been engaged in many important commissions, in all of which she has acquitted herself with credit. Her several voyages have taken her to almost every quarter of the globe, and the present expedition will enable her to complete the circumnavigation of the earth, in one continuous voyage. Since leaving the United States in connection with the Japan expedition, her machinery has never given out, or in any respect failed to give perfect satisfaction; she is considered altogether a reliable ship and will complete her voyage home safely and in good time, which will demonstrate the sometimes disputed point in regard to heavy steamers successfully making such long voyages.

Capt. Lee and the officers of the Mississippi have made many warm friends in Honolulu, whose best wishes follow them for their safe return.

## Signal courtesy of the Government of New South Wales to the King of the Hawaiian Islands.

In the Morning Herald of Sydney of the 24th of August, is an account of the trial of John Ross, Master of the schooner Black Dog, charged with the murder of a Lifon boy of Luperana, in New Caledonia. His honor the presiding judge introduced Mr. St. Julien, the Commissioner of His Hawaiian Majesty to the ruling authorities of the independent groups of islands in Southern Polynesia, to watch the course of proceedings; and for that purpose, Mr. St. Julien was allowed a seat of distinction near the judges.

The result of the trial was a verdict of guilty against Captain Ross, with a recommendation to mercy on account of the prisoner's previous good character.

At the Levee of His Excellency the Governor General, on the 24th of May, in celebration of the Queen's birth day, Mr. St. Julien enjoyed the privilege of *entre*, as the King's Commissioner, for islands above mentioned.

## Weekly Steamers.

We learn from the S. F. papers, that an arrangement has been made between the Mail and Nicaragua Steam Ship Companies, by which their vessels will sail on the 1st, 8th, 15th and 24th of each month, which will furnish a weekly line between the two cities New York and San Francisco. Such a change cannot but be an accommodation to the public, both in the matter of mails, and for the convenience of passengers. Especially will it be regarded with favor by persons going from these islands to the eastern States, as they sometimes have arrived a day or two after the departure of the semi-monthly Steamers, and have been detained from ten to 15 days in San Francisco before a passage could be procured. Such a delay will be obviated by the new arrangement, which, we learn from the Alta, was to have gone into effect on the 24th of October last.

## Murder and Suicide.

A colored man by the name of Thompson, who resided at Ewa, on this island, administered poison to his wife, who was a Spanish woman, on Sunday the 29th ultimo, from which she soon died. Suspicion of foul play having been excited, an investigation was had and a post mortem examination made of the deceased, which confirmed the fact; whereupon, Thompson tied his feet together, attaching a heavy stone to the cord, and threw himself into a small but deep pond where he was drowned. His body was recovered and buried by the police. Jealousy was the cause of this dual crime, and Thompson had posted his wife a few days before, forbidding all persons harboring or trusting her on his account.

## Robberies on Kauai.

The rather unenviable reputation of Kauai for robberies seems likely to be sustained for an indefinite period. The store on the Koloa Plantation has been twice robbed within a short period, of several hundred dollars worth of property. Three men have been committed for trial for the former offense, upon the testimony of an accomplice.

Kauai is cursed with some bold rascals who carry off safes, bodily, break into the stores, and rob on a large scale; we hope the gang will be ultimately broken up, and sooner the better.

We are obliged to omit till next week, the publication of Chief Justice Lee's decision in the case of John G. Lewis vs. W. H. Davis and R. G. Davis.

## Ships, Shipping, &amp;c.

The Steamer West Point, from Kauai, arrived on the 4th inst., with a very respectable list of passengers and freight.

The brig Fawn, Barret, arrived on the 4th in 20 days from San Francisco bringing no mail but dates to the 11th from that city.

The clipper schooner LADY JANE, Penhallow, arrived on the 5th, in 17 days from S. F. bringing the U. S. Mail of the 20th of Sept. Her passage hence was 27 days, and during the run both ways, he has experienced calms and light winds, which is the reason of her long passages. She sails again on Monday for S. F.

The Steamer PETERA was advertised in the S. F. papers of Oct. 19th, to sail in a few days for Valparaiso. This, we suppose, settles the question about her coming to the Islands again; and some new move must be made before we shall see a line of Steamers established.

The schooner T. H. ALLEN, —, arrived on the 10th inst. 15 days from San Francisco; she brings no later mail, but San Francisco papers to the 25th ult. They contain no special news.

## Raising Cotton

We learn from Kauai, that Mr. Hoffschlager, who has recently purchased the Waialua Falls Estate, is preparing to plant about fifty acres of cotton, and also intends to cultivate rice and the vine. Thirteen yoke teams of cattle were recently seen on the way to his estate, to break ground for the cotton. The teams belonged to Mr. Charman, of Nawiliwili.

We rejoice to see any attempt made to increase our products and to develop the resources of the islands and we earnestly hope the enterprise of the present proprietor of the Waialua Falls Estate will be abundantly rewarded by good crops and abundant harvests.

## Acknowledgements.

We have received favors from Capt. Penhallow, J. W. Sullivan, Adams and Wells, Fargo & Co. Expresses, G. B. Post, & Co. & Mr. Price of Honolulu, for which we express our thanks.

Also, Hon. W. H. Seward has furnished us a Vol. of Patent office Reports, and other documents, for which we are obliged.

The Nov. term of the Circuit Court for the 2d Judicial district, will be held at Lahaina next week, commencing on Monday, the 13th inst. Chief Justice Lee will preside.

The Mississippi, drawing 21 feet of water, was safely taken over the bar on Thursday morning, and the tide was not at the highest point either.

## Wreck of the Yankee Blade.

By our late papers from San Francisco, we learn of the loss of the above named steamer on the 1st of October, on her passage to Panama. She left on the 30th of September, with over 700 passengers, and treasure to the value of 150,000. The account of her loss is thus given by Mr. Vought the Purser. "Oct. 1st, at 3 P. M., being encompassed in a dense fog, steering a S. E. by S. course, and supposing ourselves at least ten miles from the shore, we struck a reef of rocks off Point Arguelo, about 13 miles above Point Conception, upon which the ship ran sixty feet, while her stern swung in nine fathoms of water, which in less than twenty five minutes, sunk below the promenade deck; but so firmly was the forward part embedded in the rocks, that up to the time we left the ship, (about 4 P. M., on the second inst.) she had not needed an inch."

"The boats were immediately launched and manned, for the conveyance of the passengers to the shore. Capt. Randall went ashore in the first boat, to find a place to land his passengers, and did not board the steamer again until the next morning. The first and second boats followed the Captain with boats full of women, but the latter only succeeded in reaching the shore in safety. The other boat was swamped, and out of 21 persons, more than half, chiefly ladies, were drowned. From this time until dark, the boats continued to ply between the wreck and the shore carrying as many passengers as the size of the boats and the surf would permit. During the night, Capt. R. S. son, Henry Randall, Jr., who had been sent to take his father's place, and the 3d mate, were the only ones on board. The scenes of that night almost beggar description. The stern of the vessel had settled down, the promenade deck and the houses aft were washed away, the cabin full of water, and only the stowage and forward deck, afforded a resting place for the frightened passengers. Taking advantage of the confusion and darkness, a company of vile wretches, instigated by the very fiends themselves, commenced their operation of cruelty and plunder. Not content with breaking into trunks and cutting open carpet bags, for valuables, they attacked the persons of all whom they did not fear, and robbed them of money, watches, and jewelry. Taking possession of the stowage, they prosecuted their hellish designs without let or hindrance. A cry of murder was heard below, and several pistols shot, but the threats of those in possession, prevented any assistance being rendered to the victims. How many were murdered, or whether none, is not known. All the live-long night were upwards of 700 passengers crowded together on the bow of the wreck, in momentary expectation of being engulfed by the raging waters beneath them, while these mercenary villains were looting themselves with spoils from the weak and timid, by threats and force. Even bedding, life preservers, and private clothing were appropriated by them and afterwards sold at enormous prices, oftentimes to the owners themselves."

"Hope almost expired in the bosoms of the sufferers as the mournful toll bell tolled away minute after minute of the long and dreadful night. With the morning's dawn, however, came renewed courage and prospect of escape. The ships boats soon made their appearance and had taken off several loads, when the Goliath, was seen carefully feeling her way through the mist and fog. On discovering the wreck she at once made arrangements for the rescue of the passengers, and by 4 o'clock P. M., all that remained had been safely landed or transferred to the Goliath. She then proceeded to San Diego, carrying with her 600 passengers, most of whom she left at that place. On her return, she touched at the wreck and took on all the remaining passengers and crew, 361 in all, and arrived here at 9 o'clock Monday morning."

The number of lives lost, has not yet been definitely ascertained, but is supposed to be about 30. All the treasure, to the amount of \$150,000 sunk with the wreck, but the greater part of the Express matter was saved.

"Messrs. Page, Bacon & Co., who were the principal shippers of treasure onto the Yankee Blade, are insured to the full amount, \$150,000, in London."

Punch thinks the importation of threshing machines into England needless, considering the great number of strong threshing machines they have already of home-made, in shape of brute husbands.

Some men will believe nothing but what they can comprehend; and there are but few things that such are able to comprehend. —[St. Evremont.]

Physic has no more remedies against the disease of the body, than reason has preservatives against the passions of the mind. —[Earl of Essex.]

## The Allied Fleet.

After a long period of suspense, the allied British and French Squadron which sailed from this port in July last have been heard from. On the evening of Oct. 2d the frigate Forte, the corvette Eurydice, and the brig Obligado, arrived at San Francisco, in 25 days from Petropolski, while the British Vessels President, Pique and steamer Virago had gone to Vancouver's Island.

The following account of their operations at the north we take from the S. F. Herald, of Oct. 5th, and is as extended an account as our limited space will allow.

The following particulars of the attack of the Allied Fleet upon Petropolski, in addition to those published by us yesterday, were furnished to the Echo du Pacifique, by an officer of the French frigate La Forte.

On the 25th of July, the fleet consisting of the English frigate President, 50 guns; the Pique, 40 guns; the steamer Virago, 6 guns; and the French frigate La Forte, 60 guns, 500 men; l' Eurydice, 28 guns, 230 men, and brig l' Obligado, 12 guns 120 men, left the Sandwich Islands for Petropolski. The advanced period of the season excited fears of many difficulties. These fears were realized, for the coast was enveloped in thick fogs, which greatly retarded the progress of the vessels, and compelled them to advance with extreme caution. The fog was such that the officers could scarcely distinguish the signals at a distance of two lengths of the ship. For the same reason the Eurydice was unable to keep company with the rest of the squadron, and only came up with it at Petropolski. The fleet arrived in sight of Petropolski towards the last of August, after having experienced very bad weather. The season did not permit any delay, and preparations for action were made forthwith. The place offered obstacles which were by no means expected.

The Allies thought they would have to attack with superior forces, a place poorly defended and poorly fortified. They found themselves instead, before a formidable fortress, defended by eight separate forts, armed with more than 130 cannons and 1200 men. Just as the fleet was about to commence the bombardment of the place, Admiral Price fell mortally wounded by a ball discharged accidentally whilst loading his pistols, the ball passing through his heart. Consternation spread among the crews. Admiral Price was loved and respected by all. His courage, his coolness, his kindness, and the numerous proofs of daring which he had given on several occasions, had gained him a universal regard. This melancholy disaster on the very eve of battle, deprived him of the opportunity of distinguishing himself, and his squadron of one of its best officers. It was on the morning of the very day fixed for the attack, that Admiral Price expired on board. Out of respect for his memory, the attack was postponed until next day.

On the 21st of August the engagement commenced. The Russian frigate Aurora, of 40 guns, and the Dnyper, were sheltered behind a sort of sand key or bank in front of Petropolski. The Allied Fleet concentrated their fire upon the three most advanced forts. They went at the time about one mile distant from the town, which they could not possibly reach through the narrow and dangerous inlet leading to it, without first silencing the outside batteries. Two hundred and fifty pieces of cannon thundered at the same time. The balls from either side passed over the sand bank and struck the forts and ships. After quite a lively cannonade, the three batteries were silenced—the Russian cannoniers were killed, or abandoned their guns. The cannon were spiked, and the vessels without trouble on that side advanced towards the town. The next day they opened a very lively fire upon that point and upon the Russian ships. The balls perforated the Aurora at all points, and carried away her mainmast. The order to land was given, and under the direction of an American pilot, who had represented the environs of the town as quite easy of access, and not very woody, the forces of the Allies landed upon the beach and advanced upon the principal redoubt. But, whether by mistake or treachery, they found themselves arrested among thick brambles and bushes, which retarded their progress at every step, and afforded the Russian marksmen a secure and almost impenetrable shelter. The similarity in the uniforms of the Russians and English, created confusion in the ranks of the French, as they were afraid to fire upon the red uniforms, thinking they might be those of their brethren-in-arms. Exposed to fire to which they could not reply, the troops sustained it with the greatest intrepidity and directed their attacks against the nearest fort. After a fierce combat on both sides, the Russians were defeated, their cannon spiked, the fort dismantled, and 43 prisoners taken. Fearing to expose the troops any longer to a murderous fire, the order was given for them to re-embark.

It would have been impossible to take the place without great loss. It was necessary, in order to reduce it, to have recourse to a general siege. Time pressed, and the advanced period of the season permitted no delay. It became necessary to abandon a field of battle, upon which we left as trophies five batteries of iron shells, houses and stores filled with munitions in flames, and a demolished, and more than 100 Russian bodies. The Allies afterwards captured the Sitka, a vessel belonging to the Russian Company, and the Governor's yacht. This last was burnt. About 60 prisoners, among them a Colonel, and a Captain of a vessel, remained in the hands of the Allies.

## Extensive Frauds by Henry Meigs.

The city of San Francisco was thrown into a state of great excitement about the first week in October, by the discovery of a series of stupendous frauds committed by Henry Meigs a man who had, up to that time, enjoyed the confidence of the community in an unusual degree.

Comptroller's Warrants to the amount of nearly \$400,000 have already been detected, and over issue of Stock of the California Lumber Co., of which Mr. Meigs was president of \$250,000. In addition to the above, are forgeries of promissory notes on Wm. Neely Thompson & Co., amounting to \$40,000, and it also quite probable there may be forged paper against other firms, and a still larger amount of forged Warrants.

A very large number of persons, many of them employees of Mr. Meigs, and others of limited means, have thus been robbed of their little all—their hard earnings of laborious years. Even his washerwoman did not escape—it is said that he paid her \$2,000 in bogus Warrants. From any and every one who received Comptroller's Warrants as securities at half their face value, he borrowed money in sums from a few hundreds to 50,000. The \$250,000 worth Stock of the California Lumber Co., was disposed of at 25 cents on the dollar.

On Tuesday the 3d Mr. Meigs left the city with his family, consisting of a wife and three children, ostensibly for a pleasure trip to San Mateo, but after proceeding a few miles he turned his course towards the bay and taking a boat which was in waiting, was rowed off to the American lying at anchor in the stream.

The American was towed to sea by a steam tug on Wednesday night, but remained becalmed in sight of Point Lobos, until Friday afternoon. It was the intention of Messrs. Adams & Co. and some others who were Meigs' victims, to send the steamer Active in pursuit of him, but owing to the breaking of one of her wheels when coming along side the coal vessel, the project was abandoned.

Messrs. Goddard, Sillem & Co., received a letter from Mr. Meigs, delivered after his departure, in which he confessed judgment in their favor to the extent of his indebtedness, \$200,000, and made an acknowledgment of his crimes.

It matters little where he has gone, his accuser is with him, and never can he enjoy peace of mind though his gold be multiplied a hundred fold.

## Later Foreign News.

The news by the last mail though fourteen days later is possessed of but little interest, either from the United States or Europe. We give below such items as appear of moment, and must patiently await the announcement of more stirring events.

## THE WAR.

The expedition of the Crimea was appointed to sail on the 20th August, although some reports stated that it was composed of 70,000 men, of whom 20,000 were Turks. The cholera was rather less virulent. The damage done by the fire at Varna was estimated at half a million sterling and the allied troops were put to great straits in the destruction of part of their commissariat.

On the 22d, Omar Pacha, with 25,000 men and 30 guns entered Bucharest. His reception was enthusiastic.

Strict orders have been sent to the Austrian consul at St. Petersburg not to devote more than four points laid down in M. Drouot de L'Huy's note, nor to admit of any modifications in the Russian answer.

A despatch from Vienna says that Russia rejects absolutely the required guarantee that the principalities should be evacuated, and the Monitor of Sunday confirms this despatch. It is said in Vienna that the Emperor added that he would rather sacrifice the last soldier than accept such conditions.

A despatch says that Baron Montefiore has received the official answer of Russia to the proposals to commence negotiations upon the basis stipulated by the western powers, and that Russia unequivocally declines to accept the propositions, and will maintain the defensive. This last is probably correct.

## THE DANUBE.

The hospitals and magazines of the Russians were being removed to Bessarabia, 174 ft. from Varna, equal to two weeks consumption of the English army, was burned.

The French were beginning to grumble at their long continued inactivity. Its ravages both in the fleet and army were horrible, many thousands having fallen victims.

All was quiet at Constantinople. Said Pacha, the new Viceroy of Egypt, was visiting the Sultan.

Advice from Bucharest to the 20th ult., state that Derfuch Pacha had arrived in the capital, and that he had issued a proclamation in favor of the Sultan, stating that the Austrians would provisionally occupy the Principalities as the ally of the Ottoman Porte. All the former privileges of the Principalities would be maintained.

## BATTLE OF KARS—TURKS DEFEATED.

On the 27th July, Selim Pacha was defeated, and the Russians occupied Baidaz. On the 27th of August, a vaporing display of force by the Turks brought on a general engagement, and a great battle was fought near Kars. The Turks attacked the Russian entrenched camp at Yonukend, and also drove in the right wing of the Russian cavalry swept them back with immense loss. Four thousand Turks were killed. The Russians also suffered severely. The Turks confess that the Russians had the victory. An armistice of two days was agreed to after the battle. The Turks retreated into Kars and abandoned their camp, which was occupied by the Russians. The Russians admit a loss of nearly 10,000. The battle lasted five hours; 40,000 men and 150 guns being engaged in it. Selim Pacha is superseded by Mustapha Pacha, who distinguished himself in the Dnieburska.

## OVERTURES OF THE KING OF SWEDEN.

It is stated from Copenhagen that General Bagration d'Hilliers had offered the King of Sweden fourteen millions of francs for the first month, and seven millions for the succeeding months, as a subsidy to be paid on his actively joining the western powers. The British envoy had had several audiences of the King.

## THE BLACK SEA.

Reports continue relative to the Crimea expedition, but to August 21st nothing was known of any embarkation. A private dispatch from Varna, dated the 24th ult., says: Five ships with troops sailed yesterday and six to day. Destination a secret. Opinions gain currency that the first destination of the expedition will be Anapa, and that the fleets will winter there.

## THE BALTIC.

Advices from Dantzic to Sept. 1st state that Admiral Parssell and Generals d'Hilliers and Brown have made reconnaissance of the fortresses of Helsingfors and Sveaborg.

## ABANDONMENT OF BOMARUND.

France and England have decided to dismantle and abandon the fortifications at Bomarund, and in the Aland Islands. They were so badly damaged and wanted so large a garrison to hold them against the enemy, that it was not considered expedient to retain them. It is said they were offered to Sweden, on condition of her declaring against Russia, but Sweden refuses to accept on these terms.

A large portion of the French troops were said to have re-embarked for Bomarund, and that it was intended to make a descent on the coast of Finland to the westward of Helsingfors. A part of the fleet, consisting of heavy ships, had sailed in that direction.

On the 26th ult., Napier and Marshal d'Hilliers proceeded to Hangö, in the sight of the Russians, blew up the fortifications, and retreated to Abo, where there are fifteen thousand men in garrison.

One hundred and twenty-two mounted, and eighty dismounted guns, taken at Bomarund, will be divided between France and England.

An engagement, without loss of life, occurred at Abo, 18th ult., between eighteen Russian gun boats and some English steamers.

AUSTRIA DECLARING WAR WITH RUSSIA. The London Times, in its second edition of the 4th inst., says it is expected that Austria will declare war against Russia, but probably the army of occupation in Wallachia will be raised from thirty thousand to one hundred thousand men. The Russians are concentrating themselves in certain portions of Moldavia, in consequence of the threatening movement of the forces in their rear.

The Forts at Ango have been blown up by the Russians.

## Vessels in Port.

The following is the number of vessels in our harbor on Friday Nov. 10. Fifteen whalers not included in the number, cleared previously to the 10, making 89 whalers arrived to date.

Whale ships,	74
Merchants,	13
Ships of War,	4
Coasting vessels and steamers,	13
Total vessels in port,	104

We learn that there were about seventy-five whalers at anchor at Lahaina, at the latest dates.

## MAIL NOTICE.

The next regular mail for the United States and Europe will be despatched by the fast-sailing clipper schooner "Lady Jane," D. P. Penhallow, master, on Monday next, Nov. 11, closing at the post office at three o'clock P. M. The Lady Jane will probably arrive at San Francisco in season for her mails to go forward by the steamer sailing December 1st, arriving in New York Dec. 24.

The mail of Oct. 5, from New York may be expected by the clipper schooner Vaquero, due here about the 20th Nov.

For LAHAINA, Kawaihine and Kealahakau, mails will be sent by the steamer Sea Bird, 4 P. M. on Monday next.

For all the ports on Kauai, on Monday 4 P. M. by the steamer West Point.

For Sydney—Per Brimo, about Nov. 20.

## DIED.

On the 8th instant, 1854, MARIA LOUISA DE FROVILLE, aged 8 months, infant daughter of Dr. de Froville, of this city.

## Passengers.

By the Zee, for New London—Capt. John Manwaring and child, Mary Manwaring.  
By the Alice for Sydney—J. Moore.  
By the Sea Witch, from Sydney—T. K. Park, Capt. Chapman, C. Stewart, Ash-boss, Quirk, T. Brown, L. Delaney, R. Verdict, Dr. Kribbaum, Mr. and Mrs. James and children.  
By the Caroline E. Foster, from Tahiti—R. T. Taylor, T. Waterman, W. Owens, D. Youngs, J. Charlesworth.  
By the Lady Jane from San Francisco—O. Marsh, T. R. Korn, J. Hardy, Apio, Achong, A. L. Carey, S. Spencer, C. B. Clark, Geo. Smith, P. T. Tracy, Charles Lill, G. W. Tricot, N. N. Brown, O. Remington, W. Love, G. F. Parke, S. S. Brown, S. W. Masters, R. G. Steele, J. Harrison, J. Kerbow, 2 children and 1 servant, Mr. and Mrs. Bowler, Miss Josephine Smith.

## MARINE JOURNAL.

## PORT OF HONOLULU.

## Arrived.

Nov. 4—Am. Sh. Bengal, Rogers, 10m 900w 14000b.  
Benj. Morgan, Chapel, 2m 1500w 13000b.  
Bk. Active, Morrison, 29m 60w 900w 10000b.  
Bk. South America, Walker, 35m 200w 45-000.  
Bk. East, Fisher, 32m 100w 10000b.  
Canton Packet, Borden, 12m 500w.  
Bk. Neptune, G. ren, 9m 600w 6000.  
Mary Stewart, 30m 35-11000b.  
Tamarac, Nel, 50m 50w 1100w 8000.  
India, Stansbury, 37m 140 w 10000.  
Washington, Brown, 14m 50w 5000.  
Bk. Harmony, Brownson, 7m 1300w 2000b.  
Sh. Zenas Coffin, Rose, 15m 375w 3000b.  
Admiral, Herson, 22m 150w 8000.  
Fr. Sh. Nil, Lebezie, 14m 1000w 15000b.  
Sh. Georges, Lahrz, 35m 100w 10000b.  
Sh. Charles, 30m 100w 10000b.  
Sh. Pie IX, Levesque, 35m 30w 9000b.  
Am. Sh. Mary Gardner, Lower, 34m 80w 12000b.  
Sh. Rodman, Allen, 3m 100w 10000b.  
Bk. Columbia, Hallcock, 38-1500w 16000b.  
Sh. Northern Light, Norton, 30m 210w 4000b.  
Bk. Cliff, Anderson, 32m 100w 10000b.  
Sh. Meteor, Dexter, 11m 1200w 18000.  
Bren. Sh. Alex. Barclay, H. Line, 25m 1600w 25000b.  
Sh. Rodman, Allen, 3m 100w 10000b.  
Sh. North Star, Hempstead, 30m 70w 10000b.  
Sh. Chester, Manchester, 10m 125w 60w 10000b.  
Bk. N. America, Bartlett, 15m 50w 15000b.  
Sh. Adeline Gough, Pomeroy, 13m 700w 15000b.  
Sh. Lawrence, 35m 100w 10000b.  
Sh. Victoria, 35m 100w 10000b.  
Sh. Zane, Merton, 4m 50w 1000w 1400b.  
George and Mary, Walker, 4m 250w 300b.  
Sh. Sarah, 25m 100w 1500w 120b.  
Sh. Favorite, Spencer, 12m 800w 10000.  
MERCHANT VESSELS.

Nov. 4—Br. Sh. Sea Witch, Dutton, 60d fr. Sydney and S. I.  
4—Am. Sh. Lady Jane, Penhallow, 174 ft. Pan Fran.  
Am. Bk. Merrimack, Dutton, 1784 fr. N. London.  
Am. Sh. Caroline E. Foster, Worth, 18d fr. Tahiti.  
Am. Sh. Charles, Merrill, 40m 800w, Sea Lahaina.  
10—Am. Sh. T. H. Allen, —, 15d fr. San Francisco.

## Cleared.

Nov. 3—Brig Zee, Rogers, N. London.  
Br. Sh. Alice, Fullerton, Sydney.  
6—Chilian Sh. Mercedes, Loaf, Hongkong.  
7—Am. Bk. Bayard, Graham, cruise.  
Ship Nile, Conklin, cruise.  
8—Sh. Nile, Ross, cruise.  
9—Ship Lewis, Bonny, cruise.  
Fr. Sh. Tour du Fin, Revel, cruise.

## PORT OF LAHAINA.

## Arrived.

Nov. 3—Sh. S. H. Waterman, Hall, 35m 180w 25000b.  
Bk. Belle, Borden, Warren, 30m 500w 8000b.  
Sh. Petrol, Tucker, N. L. 10m 1500w 15000b.  
Sh. Sea, Soule, Warren, 35m 100w 10000b.  
4—Sh. Junior, Andrews, N. L. 14m 100w 15000b.  
Sh. G. Thompson, Milton, 15m 130w 15000b.  
Sh. Oregon, Edgerton, 11m 20w 2000b.  
Sh. John Coggeshall, Norton, 11m 24m 1300w 2200b.  
Sh. E. F. Mason, Jennings, N. L. 11m 100w.  
Sh. Ohio, Chas. C. W. Vincent, Esq., Fr. Particulars inquire at Sales-room of Rice & Co.  
Sh. Montpelier, Macomber, N. L. 14m 100w.  
Sh. Pacific, Allen, 24m 11m 1700w 300b.  
Sh. Sam'l. Robertson, Washburn, 11m 20m 1400w 30m 2000b.

## Cleared.

Nov. 1—Sh. Maria, Wine, N. Honolulu.  
Sh. S. H. Morgan, Chapel, N. L. 35m 1600w 12000b.  
Sh. J. Jefferson, A. Hunt, cruise.  
Sh. Oregon, Edgerton, Honolulu and cruise.  
Sh. Superior, N. L. 10m 100w 10000b.  
Sh. Junior, Andrew, Honolulu and cruise.

## PORT OF HILO.

## Arrivals.